



M.T.R. CAR COSSIP

OVERLAND LIGHT DELIVERY CAR IS SENSATION AMONG AUTOS

The sensation of the week in Honolulu now was the arrival of an Overland light delivery car. This machine was received by the von Hamm-Young Company on the Wilhelmina and is the first Overland truck to be seen in Honolulu. It is by far the most serviceable product which has ever been offered to the public. It has a 30 horse-power engine of the four-cylinder type with cylinders cast singly. A three-speed transmission of the Selective type is used which is built strong enough to stand any work which it may be subjected to.

The rear axle is of the semi-floating type which is giving such universal satisfaction and is being so generally used by the modern up-to-date builders. The body is very handsomely made panel type of manufacture, which is perfectly designed for all requirements. The whole machine in effect is one of the most stylish commercial vehicles which has ever been turned out. The lines of the car are similar to the touring car, with the engine under the hood and the transmission and differential on the rear axle, being driven by a shaft. The body being enclosed keeps the contents dry, and this makes the car very adaptable to mail or parcel service. Other uses for which the delivery wagon is especially adapted are for bakery, grocery, butcher, laundry, and in fact, any delivery service whatsoever. The tires of the car are of the heavy 32x4 pneumatic type, which insures ease of riding, quickness of action, and long life to the bearings all over the car.

Pneumatic Tire Benefits.

All of the delivery wagons under three-ton capacity, which the von Hamm-Young Company represent, are equipped with pneumatic tires, owing to their superiority over solid tires. In the first place, they are a great deal cheaper to buy and operate and in the second place, they do not take so long to change as do the solid tires; thirdly, they hold the car to the road much better than the solid tires and do not skid near so much. Any driver can change a pneumatic tire in a very few minutes, while with the solid tire, the story is entirely different, as it takes a locksmith or an expert, from two to four hours to change the solid tires. As a rule, a solid tire does not give its full life to a car, nor soon stretches out of shape, pulls away from the channel and is discarded.

"In spite of its strenuous experiences you will find the world touring Hupmobile a hunky little survivor. To prove the car is running, well we are going to make our final dash over the snows to Detroit after the shows."

LOCOMOBILE TO INVADE BRITAIN

The Locomobile Company of America is the latest to undertake the invasion of England with high-grade cars. According to advices received by the Schuman Carriage Co., local agents, the factory will open an agency in London next April. Speaking yesterday of this, a representative said:

"We have every prospect of competing successfully with the English cars, as well as the high-grade cars that are built on the continent. The only English cars with which we will have to compete at all are the Napier and the Daimler, and we believe that the demand in the English market is greater than those concerns are able to meet. Apart from the British automobiles, the English people prefer a high-grade American car to those of France, Germany and Italy."

"The invasion of foreign markets is no novelty for the Locomobile Company, which has thoroughly familiarized itself with the conditions that it has to meet in the various countries that it enters. In Cuba and the West Indian islands the Locomobile Company was one of the pioneers in the export trade. We began selling four-cylinder Locomobiles in Cuba in 1904. Porto Rico was long since invaded by the Locomobile, and from twenty to thirty cars are sold each season there."

PROMINENT AUTO MAN IS VISITOR

Among the tourists now in Honolulu is Mr. H. C. Fenn, for years one of the best-known men in the automobile business on the mainland. He has been particularly well known in the distribution of cars, and for some time handled the big Overland export business. He has handled cars of various makes and kinds all over the country and has recently been in Seattle.

Mr. Fenn has now retired from the automobile business, having other interests to claim his attention. He has brought a Premier car to Honolulu and has been enjoying the pleasures of autoing here.

Mr. Fenn thinks Hawaii a splendid place for autoing, provided more attention is paid to road-building. He says that money spent on good roads here is a wise investment, as smooth highways will prove a big attraction for tourists.

Mrs. Fenn is here with Mr. Fenn. They are staying at the Moana hotel and expect to remain here until March or April.

AUTO NOTES

Seventy-one hill-climbing contests season just closed in the United States. As a general proposition the time made was better than it was in 1910. There were also twenty-five road races during the season.

We crossed Japan from Yokohama to Kobe, the third tour of the country ever made by a motor car. The first tour, by the way, was made by a Japanese runabout.

In Japan we were entertained by the United States Minister, Thomas J. O'Brien. In the Philippines we met Aminaldo, now a prosperous planter. Acting Consul-General Pigott at Singapore arranged for our meeting with the Sultan of Sulu, who took a ride in our car. In China we had the pleasure of a chat with Dr. Sun Yet Sen, Provisional President of the Chinese Republic. Count Puccinini, our Italian representative, arranged for us an audience at the Vatican, and we met also the sisters of the Pope.

HAWAII MADE HIT ON WORLD HUPMOBILE TOUR

The little Hupmobile that attracted much attention here on its wonderful globe-girdling trip, has arrived in New York safe and sound. Speaking of its trip a New York paper says:

A party of welcome leaved the chilling breezes and went down the bay Friday morning on a tug to meet a returning trio of automobileists—Joseph R. Drake, Tom Hindon and Tom Jones—who have been traveling since November, 1910, in a Hupmobile. They left Detroit then and in the interval have covered 25,000 miles of actual touring. They went across the country to the Pacific Coast, took steamer to Hawaii and then to Australia. They wandered through the far East and gradually made their way to the continent of Europe.

Joseph R. Drake, who is secretary of the Hupmobile Motor Car Company and drove the car, was the spokesman for the party. "We left Detroit Nov. 4, 1910," said he, "and crossed the Continent by easy stages in thirty-five days. On Dec. 13 we sailed out of the Golden Gate for Honolulu. Since then we've visited Australia, New Zealand, the Philippine Islands, Japan, China, India and Egypt, and have toured through part of Continental Europe and England. Our mission on this trip was largely to demonstrate the advantages of a light, low-priced automobile and combat the prejudice which still exists in some places against American cars.

Incidentally, of course, we've been up against some stiff hill climbing and cross-country tours with the little car. In Hawaii we climbed the crater of Kilauea, being the first motor car of the size and power to accomplish the trick. In New Zealand we made a run across the hills of the north and south islands, hills which Charles J. Glidden says are the hardest in the world on motor cars. Our toughest experience was on the run from Manila to Baguio. Most of it was through a wilderness of thickets, where we had to make our own roads and bridges.

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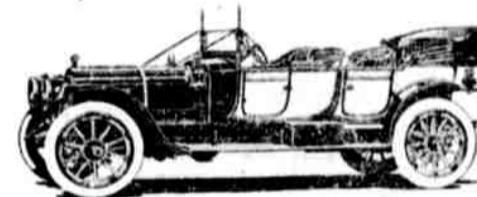
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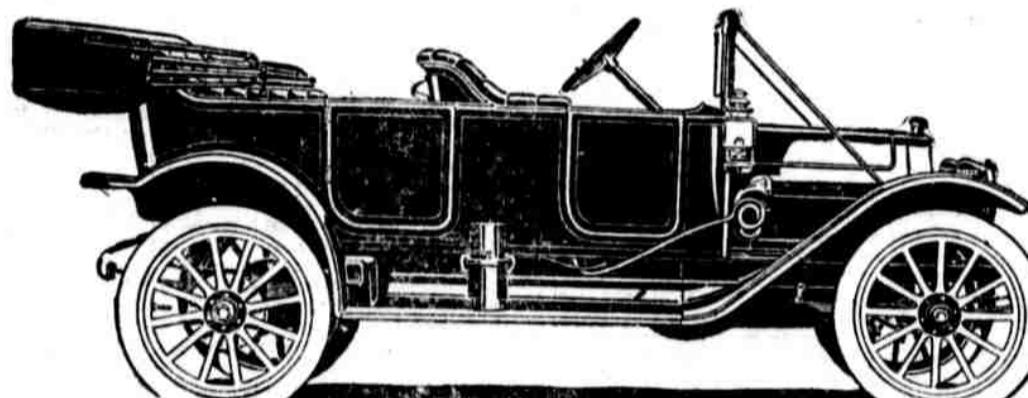
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